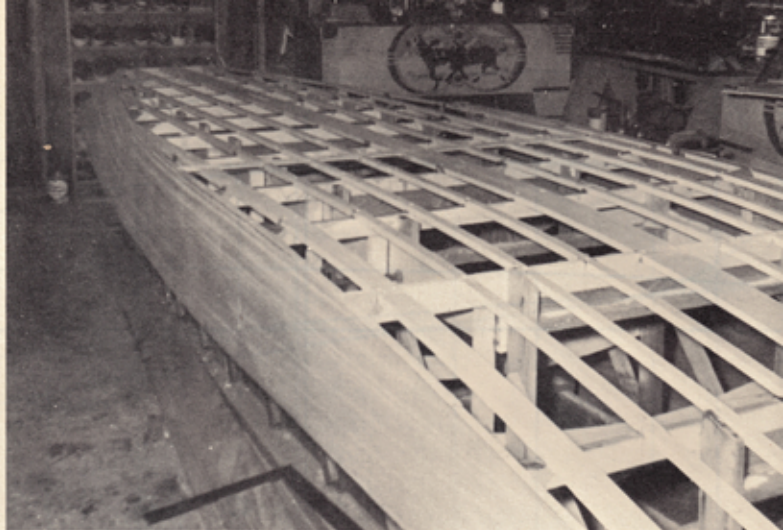
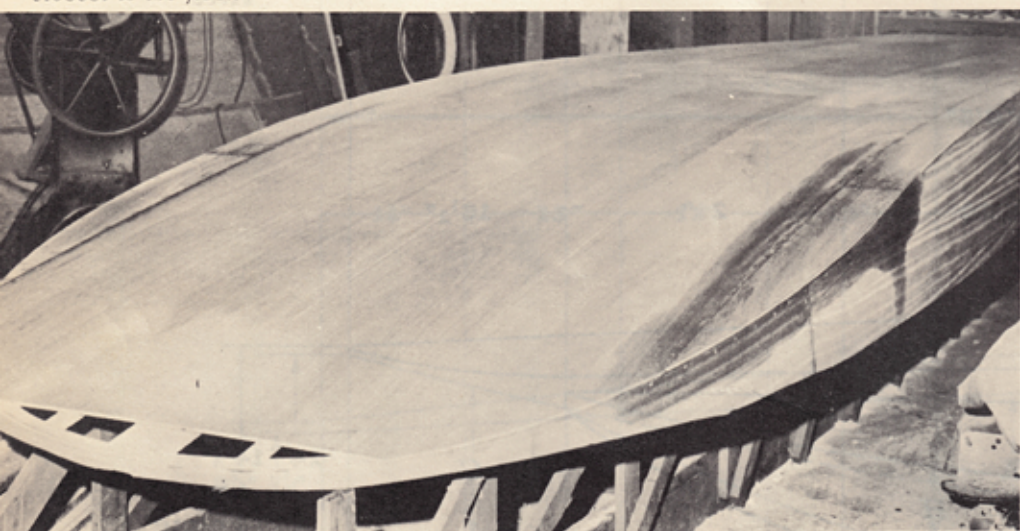


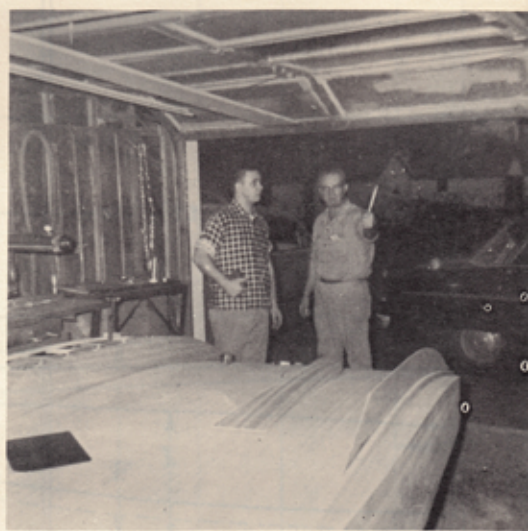
The Keel, center, is about 3" x 5/8" thick. On each side of the keel are three stringers. Next is the sponson batten which is about 2" wide. It is secured to the chine which meets it, for the chine constitutes the shape of the bottom. The "top" of upper-chine is closest to the floor.



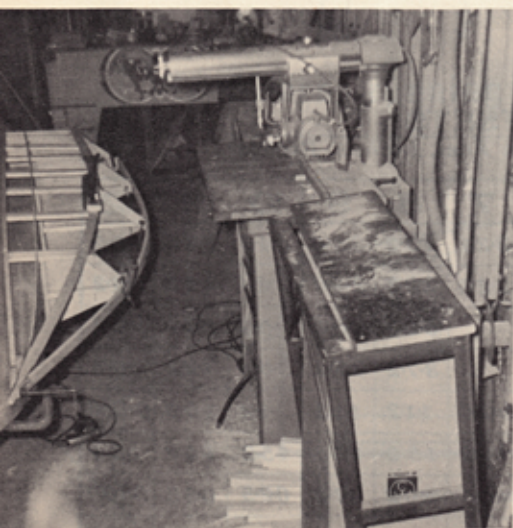
The side planking is secured to frames and chines, and is then trimmed. The bottom planking is next and will be applied in the same manner.



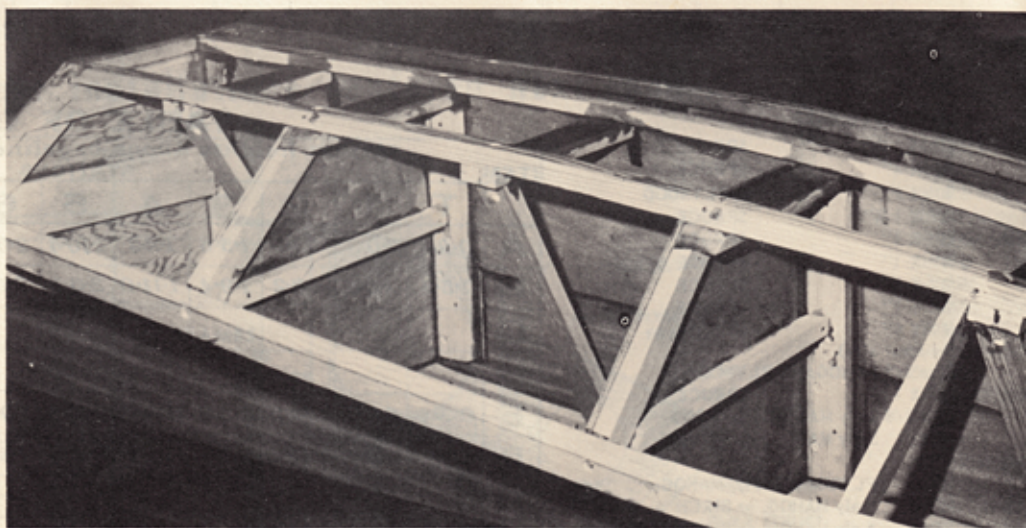
It is essential that a good 5-ply be used in planking the bottom. The above photo clearly shows the main hull as a self-contained unit separate from the sponsons. Note the seams running lengthwise. These are supported by the sponson battens, and clearly show where the sponsons will be attached.



A 5/8" batten is attached to the original 2" main batten (covered by bottom planking), to which the airtrap is fastened.



The above photo clearly shows both the sponson airtrap and the plywood that is attached to the main hull. This plywood adds additional strength to the riding surface of the sponson.



In this photo we can see in more detail, the component parts of the sponson. Note the three battens running the length of the bottom. First the outside batten at the base of the non-trip side, then the batten attached to plywood that was attached to the main hull, and the third attached to the airtrap. Note also the three frames backed with plywood and the diagonal braces between the frames.